

Vast Amount of Fish Landed This Year by the Gloucester Fleet.

Receipts Five Thousand Tons Ahead of Previous Year.

Fishermen and Owners Profit Much By the Catch of 1901.

To-day ends one of the most prosperous years in the record of the fishing industry, as far as this port is concerned. In this connection, and at the outset, it is gratifying to note that the number of vessels lost from this port, nine, is the smallest for 20 years, and the number of lives lost, 48, the smallest with one exception for 16 years.

The fishermen and fishing craft of Gloucester are famous the world over. No class of men engaged in earning their daily bread are called upon so constantly to face dangers and none are obliged to take the desperate chances to earn their livelihood which these hardy fellows coolly brave in catching and bringing to market the fish for which this port is the great producer for the nation and its colonies.

They go and some do not return. Others step forward and fill their place and the never-ending battle of the sea and its tollers goes steadily on. Never a waver is there in the oil-clothed legion. Whole crews go down, but the ranks are always full. Fish is their harvest, the sea their field. From the sea comes the living for them and their little ones. As the farmer goes to his plough, so he goes with hook and trawl to the great banks, there to pursue his perilous vocation, there amid oil and storm and fog, near dangerous shoals and menaced by fast flying ocean liners, he toils that his wife and little ones may be fed and that millions may enjoy the fruits of the sea.

The fisheries of Gloucester are pursued from Cape Hatteras to Greenland and Hudson Bay. Summer and winter, the white sails of the Gloucester craft dot the seas, some coming, some going—all winds blowing fair.

The year which closes today has been prosperous and profitable to fishermen, vessel owners and shippers alike; all have shared in the wave of prosperity. Although the catch landed at this port is practically of the same amount as that of last year, yet even the good prices of 1900 have been eclipsed, and so notwithstanding that the receipts of some kinds of fish have fallen off, prices paid have more than made up for the deficiencies.

In the following article, the DAILY TIMES gives for the information of its readers and the public the only complete published figures of fish receipts at this port for the entire year, beginning January 1 and ending December 31, 1901, together, for the sake of comparison, with a table showing the fish receipts of 1900 and 1899. By this table, the increase or decrease in the receipt of any kind of fish can be quickly seen. The receipts for this year are published in accordance with our usual custom. It is as accurate as can be made and is taken from the daily fish receipts as published throughout the year in the TIMES.

The amount of fish of all kinds landed at this port for the calendar year 1901 was 106,374,886 pounds or 53,187 tons against 106,133,040 pounds in 1900. It is estimated that the amount landed by Gloucester vessels at other ports direct during the

year which closes to-day was 40,000,000 pounds against 30,250,000 pounds in 1900. The grand total of fish landed at Gloucester and by Gloucester vessels at other ports during 1901 was 146,374,886 pounds or 73,147 tons, against 136,383,040 pounds or 68,191 tons in 1900.

Let us see what this big amount, 146,374,886 pounds, means. Supposing all this fish were put up in 500 pound boxes, as fresh fish generally is, there would be 292,757 of them. Then call 10 boxes a load and then bring along the two horse jiggers. 29,275 you would need, and load them. Now let us sit in the window of the Board of Trade room on Pleasant street and see that stream of jiggers come up around the post-office out of Main street, from the eastward. Here they come, passing by the window at the rate of five a minute.

It is just 8 o'clock of a Monday morning as the first one heaves in sight and you bite the end off a cigar, light it and wonder how long the procession of Gloucester's fish product of 1901 will be in passing. The jiggers keep coming, and you light another cigar and smoke it. Then you get hungry and go home for dinner. When you come back they are still coming and no sign of the end. You sit down and watch, then at evening go home to bed—but the jiggers keep moving just the same. You repeat your performance of Monday on Tuesday and on Wednesday and Thursday you do the same. Remember that there is no halt to the string of jiggers, no breakfast, dinner or supper hour, no time to sleep, but a steady march 24 hours out of 24. Friday morning you once more slip into a seat and again you smoke and wonder. Finally, just at 10 o'clock, the last jigger goes by and you have a chance to cross over to the post office and get your orders from the west which came on the 9:28 train.

The amount landed at this port for the year which ends today is more by only 241,846 pounds than in 1900, but including the amount landed by Gloucester vessels at other ports, the grand total exceeds that of 1900 by 9,991,846 pounds. Although the amount of local receipts was practically the same as last year, the money value was much more, owing to the steady high prices of bank cod, the remarkably good price for shack fish, as well as the agreed-upon satisfactory figure for salt herring and the well sustained price of salt mackerel. All fish brought good money throughout the year and fished halibut, never in scarcer receipt, broke the record by bringing over 9 1/2 cents per pound.

Fresh and salt cod show a substantial increase over 1900 caused not so much by any increased catch by the regular salt bankers as by the wonderful success of the salt and fresh shakers around Sable Island. The slight decrease in the amount of haddock, hake, cusk and pollock landed here is of course due to even a few more Gloucester vessels than last year landing their fares at Boston.

The falling off in the halibut catch is

THE FISHERMEN'S STORY.

Continued from first page.

due not only to many of the fleet marketing their fares at Boston, but to the practical failure of the summer fishery on the Funks, Bacalien banks, and grounds farther to the north.

The failure of the herring fishery at Newfoundland during the winter of 1899 and 1900 accounts for the falling off in the receipts of frozen herring of last year and this year. Salt herring receipts show a most gratifying increase, the catch being 53,317 barrels, 17,753 barrels ahead of last year and probably the largest salt herring receipts in the history of the industry.

Pollock receipts have fallen off some, the fleet getting through earlier than last year.

About the same amount of fresh mackerel was landed here this year as in 1900, while the salt mackerel receipts, although

gratifying, dropped off 11,889 barrels from 1900.

The small shore boats, which land their catches daily at Fort wharf, have not done as well as in 1900, the amount of their catch falling off fully one-third.

The amount of fish landed by Gloucester vessels at other ports during 1901 is much larger than 1900, owing mostly to the greatly increased amount of fresh mackerel landed at New York, Newport, Boston and New Bedford. It is estimated by those in position to know that at least one-half, if not more, of the 58,000,000 pounds landed at T wharf during 1901 was brought in by Gloucester vessels.

The opening year of the 20th century was certainly kind to Gloucester, sparing in a marked degree her men and vessels and bestowing upon her a fine catch and insuring to toilers and owners the good prices they so richly deserved.

The following table gives the amount of the catch of each different kind of fish landed at this port, also the total amount by Gloucester vessels for the years 1900 and 1899:

FISH.	1901.		1900.		1899.	
	Barrels.	Pounds.	Barrels.	Pounds.	Barrels.	Pounds.
Salt Cod,		33,133,700		30,790,700		28,039,000
Fresh Cod,		19,293,300		15,655,900		15,655,900
Halibut,		4,305,500		5,773,700		6,941,000
Haddock,		4,640,300		5,352,100		5,717,000
Hake,		4,198,000		5,057,800		5,512,000
Cusk,		1,225,000		1,282,000		2,830,000
Pollock,		2,165,000		3,029,000		3,300,000
Fetched Halibut,		241,000		1,537,000		3,000,000
Fresh Mackerel,	5,432	1,066,400	6,135	1,233,000	1,807	3,614,000
Salt Mackerel,	62,593	12,518,600	74,482	14,896,400	17,384	3,476,000
Fresh Herring,	7,789	1,557,800	7,649	1,539,800	11,850	2,370,000
Salt Herring,	53,317	12,156,276	35,564	8,108,592	41,749	8,358,000
Frozen Herring,	17,376	3,961,728	21,066	4,803,048	45,112	9,022,000
Swordfish,		177,000		18,900		36,000
Cured Fish,		1,452,640		1,260,000		834,000
Frozen Squid,		32,042		263,500		
Porgies,	550	110,000				
Fresh Fish from Boats,		3,350,000		5,000,000		5,000,000
Miscellaneous,		1500,000		500,000		500,000
Total landed at Gloucester,		106,374,886		106,133,040		120,967,000
Landed by Gloucester vessels at other ports (direct), estimated,		40,000,000		30,250,000		6,900,000
Total landed at Gloucester and by Gloucester vessels at other ports,		146,374,886		136,383,040		126,357,000

*Includes fresh cod.

†Includes porgy slivers, halibut fins, catfish, flounders, eels, etc.

‡Includes fresh mackerel at New York, Newport, New Bedford and other ports, and fresh mackerel and ground fish at Boston.

Continued on fourth page.

FINE VESSELS AND 47 MEN.

Record of Fishery Losses for the Past Year,
1901, Unusually Light.

Only One Vessel Lost With Her
Entire Crew.

First Complete List of Vessels and
Men Published.

"What shriek of death comes in the gale,
And in the distant ray what glimmering sail
Bends to the storm?—Now sinks the note of fear!
Ah! wretched mariners! no more shall day
Unclose his cheering eye to light ye on your way!"

The approach of the end of the year and the close of the fishery season of 1901 brings to us again the sad task of reviewing the losses of life and property during the year, and the summing up of the fearful tribute which we as a community pay to Old Ocean in the pursuit of a calling attended with risks and dangers rarely met with in any other occupation, and which with men less sturdy and courageous than the men who man the Gloucester fishing fleet would be sufficient to cause the abandonment of the business for some less precarious means of earning a livelihood.

It is, however, with a feeling of thankfulness that we are able to record steady continuation, both in the losses of men and vessels, as the seasons roll on, due without doubt largely to the larger and improved class of vessels engaged in the fisheries, and also in a great measure to the precautions taken by the men themselves in equipping their dories with food and water before leaving their vessels on the fishing banks, thus enabling them in many cases to maintain their strength if astray until they reach land or some rescuing craft. The losses of both lives and vessels in the fisheries the past year has been less than for many years previous, being confined to nine vessels and 48 men, leaving nine widows and 21 children, the number of vessels being the same as the year previous and the smallest since 1881, and the smallest number of lives since 1892, and with that exception since 1885. These figures include fishermen missing in this city lost from vessels from other ports and those landed from vessels in a sick condition where death resulted.

The vessels lost during the year included seven schooners, one auxiliary schooner and one barge, with a total tonnage of 1,282.25 tons gross and 1,036.45 tons net, having a valuation of \$73,500 and an insurance of \$53,941. Three of the vessels were lost in the mackerel seining fishery, three in the bank cod fishery, and one each in the Georges haddock, bank halibut and Newfoundland herby fishery. Four vessels were lost by going ashore, two by being run down by steamers, one foundered at sea, one was burned and one fell from the railways while being repaired.

Only one vessel was lost during the year with her entire crew of 14 men, sch. Commonwealth, which was never heard from after leaving port on a Georges trip in January, and only one life was lost in connection with the other vessels missing. Of the other men lost, five were drowned by the capsizing of their dories, three fell overboard from dories, two went astray on the banks, five were knocked overboard, five were knocked or fell overboard, one was killed by falling aloft and twelve died on shipboard or in hospitals.

The vessels and men lost during the year were as follows:

COMMONWEALTH, 85.51 tons gross, 60.57 tons net, built in Essex in 1881, owned by James G. Tarr & Bro., on a Georges haddocking trip in January 22, and was never again heard from. The vessel is supposed to have been wrecked in the blizzard during the week in February. The vessel was valued at \$5,000 and was insured by Gloucester Mutual Fishing Insurance Company for \$1,900 on the ves-

Bushie was 30 years old, a native of Arichat, C. B. The schooner and cargo were valued at \$8000 and were insured by the Gloucester Mutual Fishing Insurance Company for \$3909 on the vessel and \$2500 on the outfits. **Sch. LUCILLE**, 104.68 tons gross, 71.67 tons net, built in Essex in 1890, owned by Sylvanus Smith & Co., was run down and sunk by steamer Menominee, July 7, near South Shoal Lightship, while

tive of this city, single, one of the crew of sch. Amos Cutter, capsized in his dory while attending his trawls, nine miles off Eastern Point, Nov. 19, 1900.

FRANK APREL, 27 years old, single, native of St. Malo, France, was washed overboard from sch. Dauntless off Canso, on the passage to Newfoundland, December 10.

DAVID PERRY, 43 years old, native of Cape Negro, N. S., where he leaves a widow, knocked overboard from sch. Judique, January 1, 1901, on La Have bank.

WILLIAM MCCREIGH, 34 years old, single, native of Salmonear, N. F., washed from the boom of sch. Niagara, off Cape Sable, January 24.

JOHN LANDRY, one of the crew of sch. Vigilant, 20 years old, native of Arichat, C. B., washed overboard January 22, about 90 miles off Eastern Point.

DANIEL MCCUSPIE, 40 years old, single, native of Cape Breton, one of the crew of sch. Margaret Mather, died at the Addison Gilbert hospital, January 28.

ARTHUR FIANDER, 28 years old, single, native of St. Jacques, N. F., one of the crew of sch. Pinta, died in the hospital at Halifax, N. S., February 12.

OLIVER LAHEY, 36 years old, native of Fortune Bay, N. F., single, jumped overboard, while insane, from sch. Atlanta, February 13, off Sable Island, while on the passage to Newfoundland.

ALLEN CAMERON, 33 years old, native of Cape island, N. S., one of sch. Edna Perry of Boston, drowned off Plymouth, February 17, by the capsizing of his dory. Left a widow and three children.

GEORGE A. BOWMAN, 48 years old, left widow and three children living at East Boston, one of the crew of sch. Columbia, fell from his dory, on Cashes April 6.

EZEKIEL SAULNIER, 39 years old, native of Chester, N. S., washed overboard from sch. Jennie B. Hodgdon, on Cashes, April 11, his birthday. Left a widow and two children.

FRED. JOHNSON, 28 years old, single, native of Sweden, jumped overboard from his dory, on Green bank, April 17, when returning from visiting his trawls, fearing that the dory would be run down by the schooner. A dory was immediately sent to his assistance but he sank before being rescued. His dory-mate, Herbert Crowell, also jumped overboard but was rescued.

GEORGE MCKAY and **LESLIE MCKAY**, father and son, lost from sch. Josie M. Calderwood, May 17, off Sable Island. Leslie, the son, was washed overboard from the jib-boom, while taking in the jib, and his father sprang overboard to rescue him. He was a strong swimmer, and although encumbered with the weight of his heavy oil clothing, reached the boy, who could not swim, and clasped him in his arms. A dory was at once launched from the vessel, but the men sank before the dory reached them. **George McKay** was 50 years of age, and left a widow and family at Halifax, N. S., and the son was 17 years of age the day he was drowned.

ANDREW GRIMES, 55 years old, native of this city, died on board sch. Illinois, May 30, on the passage home from Sable Island bank. Left widow and four children.

PATRICK TOBIN, 35 years old, single, native of St. Mary's Bay, N. F., one of the crew of sch. Golden Rod, drowned in Gulf of St. Lawrence, June 15, by the capsizing of his dory. His dory-mate, Clifford Graham, was rescued, being nearly exhausted when taken from the bottom of the dory.

JOHN McLELLAN, 35 years old, single, and **WHITMAN PARKS**, 21 years old, single, both natives of Canso, N. S., two of the crew of sch. Norma, strayed from the vessel on Grand Bank, June 20, and were never heard from. It is supposed that they were drowned by the capsizing of their dory.

HARRY HUMPHRIES, 40 years old, a native of Dennis, one of the crew of sch. Edward A. Perkins, dropped dead in his dory, off No Man's Land, June 27. Left a family in Dennis.

JAMES A. ST. JOHN, 28 years old, single, native of Newfoundland, one of the crew of sch. S. P. Willard, was capsized in his dory, July 3, in Burgeo Harbor, N. F., while returning from a visit to another vessel.

AUGUST SYLVIA, 45 years old, native of the Western islands, one of the crew of sloop Klondike, jumped from his dory, off Cape Cod, August 3, to escape the thrust of a swordfish. Left widow and four children in this city.

HENRY HARMON, 35 years old, single, native of Sweden, died on board sch. Nannie C. Bohlin, on Grand Banks, August 25, and was buried at Louisburg, C. B.

WILLIAM MUISE, 25 years old, single, native of Tuskett Hill, N. S., one of the crew of sch. Thalia, died of small pox at Halifax, September 12.

ARTHUR AMERO, 25 years old, single, native of Tuskett Hill, N. S., one of the crew of sch. Thalia, died at Halifax, from small pox, October 1.

J. FREDERICK THOMSON, 46 years old, native of Norway, one of the crew of sch. Ralph F. Hodgdon, died on board the vessel off Cape Cod, October 10. Left a widow in this city.

JOHN THOMAS, 28 years old, single, native of Rose Blanc, N. F., one of the crew of sch. Thalia, died at Halifax, October 13, from small pox.

EDWARD WILLIAMS, 27 years old, single, a native of Lockeport, N. S., drowned from sch. Mary A. Gleason, off Chatham, October 13, by the capsizing of a dory while hauling trawls. His companion was rescued by another dory.

ANTHONY DOUCETTE, 21 years old, single, native of Tuskett, N. S., one of the crew of sch. Ella M. Goodwin, died at Halifax, from small pox, October 16.

JOSEPH CLARK, 38 years old, single, native of Newfoundland, one of the crew of sch. Arthur Binney of Boston, fell from aloft on board the vessel on Georges, October 21, and was instantly killed. Left a brother and sister in this city.

JAMES THOMAS, 25 years old, single, a native of Herring Cove, N. S., fell overboard from sch. Jennie B. Hodgdon, on La Have bank, November 7.

sel and \$1,100 on the outfits. She carried a crew of 14 men, as follows: OLIVER OLSEN, master, 38, native of Norway, single; CARL HELSTEN, steward, 30 years old, single, native of Finland; TELLEF TELLEFSON, 42 years old, single, native of Norway; SONE NELSON, 55 years old, single, native of Norway; AUGUSTUS ENGSTRON, 27 years old, single, native of Sweden; CHARLES C. BUSCH, 37 years old, single, native of Denmark, served one year on the U. S. Machias in the Spanish-American war; VALDEMAR BERGSTRAM, 27 years old, single, native of Hernosand, Sweden; FRED. BENSON, 45 years old, native of Norway, left widow in Norway; PETER LAWSON, 36 years old, single, native of Sweden; PETER PETERSON, 32 years old, single, native of Norway; FRED. NASON, 37 years old, native of Copenhagen, Denmark; RILEY GOODWIN, single, native of Nova Scotia, resided in Chelsea; CHARLES BERNARD, 42 years old, single, native of Norway; CHARLES OLSEN, 25 years old, single, native of Norway.

Sch. ELIZA B. CAMPBELL, 100.17 tons gross, 69.74 tons net, built in Essex in 1890, owned by Samuel G. Pool & Sons, went ashore on Duck Island, near Portsmouth, N. H., March 23, while returning from a fresh halibut trip to Quero Bank. Vessel and outfits valued at \$9000, and insured for \$5000 on the vessel and \$2000 on the outfits by the China Mutual Insurance Company.

Sch. LIZZIE M. CENTER, 81.72 tons gross, 77.64 tons net, built in this city in 1883, went ashore on Martha's Vineyard, June 28, while returning from a mackerel trip with 500 barrels of mackerel. Owned by Capt. Joseph Smith and valued at \$6500 and insured by the China Mutual Insurance Company for \$4000 on the vessel and \$1000 on the outfits.

Sch. WINONA, 108.91 tons gross, 78.72 tons net, built in Essex in 1880, and owned by Cunningham & Thompson, was run down and sunk by the steamer Rippingham off Cape Broyle, N. F., June 30, while on a salt codfishing trip. The crew were rescued by the boats from the steamer except one, HENRY BUSHIE, who was in his berth at the time of the accident and was drowned.

engaged in mackerel seining. All but four of the crew escaped in the seine-boat, and the latter were picked up by the steamer's boats. Valued at \$8000 and insured by the Gloucester Mutual Fishing Insurance Company for \$3985 on the vessel and \$2000 on the outfits.

Barge TILLID, 447.93 tons gross, 425.53 tons net, built at Porsgrund, Norway, in 1881, and owned by Loring B. Haskell and Adolph Voss, fell off the railways at Port Hawkesbury C. B., August 2, while being repaired and was damaged beyond repair. The barge had been at Newfoundland for a cargo of herring to be artificially frozen on board, and had been towed to Port Hawkesbury for repairs. Valued at \$3000 and uninsured. The freezing apparatus on board was valued at \$10,000 and was uninsured, but was mostly saved.

Sch. EPES TARR, 70.03 tons gross, 43.20 tons net, built in Essex in 1873, owned by James G. Tarr & Brother, went ashore at Mud Island, near Yarmouth, N. S., October 15, while on a cod handlining trip. The vessel and outfits were valued at \$3000 and insured by the Gloucester Mutual Fishing Insurance Company for \$1200 on the vessel and \$900 on the outfits.

Sch. JOSEPH ROWE, 133.63 tons gross, 97.07 tons net, built in Essex in 1895, and owned by Orlando Merchant, went ashore at Tree Top Island, near White Head, N. S., Oct. 17, in a heavy gale, while on a Grand Bank codfishing trip. The vessel and outfits were valued at \$9000 and insured by the Gloucester Mutual Fishing Insurance Company for \$4918 on the vessel and \$2469 on outfits.

Auxiliary Sch. HELEN MILLER GOULD, 149.64 tons gross, 99.22 tons net, built in this city in 1900, owned by Capt. Solomon Jacobs, burned at North Sidney, C. B., October 25, while on a mackerel seining trip, the fire catching from a leak in the gasoline apparatus. The vessel was totally destroyed and the crew lost most of their belongings, the danger of an explosion of the gasoline tanks preventing any attempt to save the vessel. The vessel and outfits were valued at \$22,000 and were insured by the China Mutual Insurance Company for \$17,000.

WILLIAM T. SMITH, 36 years old, na-

MATTHEW YEARN, 25 years old, single, native of Newfoundland, one of the crew of sch. Mattie Winship, died of pneumonia, May 22, in the hospital at Yarmouth, N. S., where he had been landed from the vessel.

WILLIAM HAPLEY, 25 years old, single, native of Germany, lost on board from sch. Emma and Helen, vember 9, while on the passage Quero Bank. Left mother and sister in Germany.

RECAPITULATION.

VESSELS.	GROSS TONNAGE.	NET TONNAGE.	FISHERY.	VALUE.	INSURANCE.
Commonwealth,	85.51	60.57	Georges Haddock	\$5,000	\$3,000
Eliza B. Campbell,	100.17	69.74	Bank Halibut	9,000	7,000
Epes Tarr,	70.06	48.29	Bank Cod	3,000	2,100
Helen Miller Gould,	149.64	99.22	Mackerel	22,000	17,000
Joseph Rowe,	133.63	97.07	Bank Cod	9,000	7,387
Lizzie M. Center,	81.72	77.64	Mackerel	6,500	5,000
Lucille,	104.68	71.67	Mackerel	8,000	5,985
Tillid,	447.93	425.53	Herring	3,000	None.
Winona,	108.91	78.92	Bank Cod	8,000	6,469
Capsized in dories,	-	-	-	-	-
Fell or jumped from dory,	-	-	-	-	-
Went astray in dories,	-	-	-	-	-
Washed overboard from vessel,	-	-	-	-	-
Knocked or fell overboard from vessel,	-	-	-	-	-
Fell from aloft,	-	-	-	-	-
Died on shipboard or in hospitals,	-	-	-	-	-
9 Vessels,	1,282.25	1,028.45		\$73,500	\$53,941

LOSSES FOR TWENTY FIVE-YEARS.

We present below a record of the losses in the fisheries for the last 25 years showing the number of vessels lost each year, their tonnage, valuation, insurance and the number of lives lost.

YEAR	VESSELS	TONNAGE	VALUATION	INSURANCE
1877	8	722.33	\$45,000	\$22,000
1878	13	907.57	64,794	49,065
1879	29	1893.36	111,056	90,582
1880	7	300.44	21,000	15,972
1881	8	511.51	31,000	20,493
1882	12	976.74	79,700	54,460
1883	17	1110.27	94,400	76,972
1884	16	1104.46	87,100	63,100
1885	12	639.55	67,700	53,049
1886	26	1,751.26	152,300	119,231
1887	13	843.33	62,900	51,455
1888	14	910.97	63,000	54,127
1889	14	853.25	57,200	50,054
1890	18	1,888.87	111,455	97,523
1891	17	1,492.75	91,600	78,900
1892	12	745.73	48,000	40,238
1893	12	826.42	54,700	47,877
1894	30	2,423.42	175,000	157,626
1895	11	912.02	70,000	53,072
1896	14	1,081.43	71,500	58,486
1897	11	901.54	75,750	43,297
1898	20	1,343.68	97,500	67,736
1899	17	1,162.21	75,600	58,201
1900	9	605.97	41,450	26,912
1901	9	1,282.25	73,500	53,941
Total	369	26,796.23	\$1,970,205	\$1,504,353
Average	15	1,071.85	\$78,808	\$60,174

OTHER NEW ENGLAND FISHERY LOSSES.

The losses in the New England fisheries outside of Gloucester so far as they have come to our notice have been six vessels and eight lives, four of the vessels and two men hailing from Boston, one man from Beverly, one vessel and two men from Provincetown, one man from Plymouth, and one vessel and two men from Block island, the number of vessels and men both being much below the average. We give below the losses which have occurred during the year:

BOSTON.

Sch. JOSEPH B. MAGUIRE, 93.15 tons gross, 88.15 tons net, built in Essex in 1899, owned by George Parker, went ashore on Gull island, near Liverpool, N. S., January 10 while on a Newfoundland herring trip. Valued at \$8000 and insured by the Boston Insurance Company for \$6300. The wreck was sold for \$200.

Sch. LYDIA A. HARVEY, 52.90 tons gross, 50.26 tons net, built in Boothbay, Me., in 1871, struck on Romer shoal May 13 while on a mackerel seining trip and went to pieces. Owned by John J. Fallon and valued with outfits at \$2500; no insurance.

Sch. POLAR WAVE, 90.93 tons gross, 86.38 tons net, built in Essex in 1875, and owned by George Parker, wrecked on Block island May 22 while on a mackerel seining trip. Valued at \$3000 and partially insured.

Sch. EDNA PERRY, 40.68 tons gross, 21.13 tons net, built in Essex in 1893, wrecked on Thrum Cap ledge, off Boothbay, Me., September 15, while on a Haddocking trip. Owned by Capt. George H. Perry of Gloucester and Boston parties. Valued at \$6000 and insured for \$4800 in the China Mutual Insurance Company.

PATRICK CONOLLY, 28 years, single, native of Boston, fell from the main boom of sch. Belle J. Neal March 9, while on a haddocking trip to La Have Bank.

JOHN ABRAMS, 27 years old, native of Italy, one of the crew of sch. Klondike of Boston, drowned by the sloop being run down by the sch. Mattakesett of Boston off Nahant October 17. He left a family in Italy.

BEVERLY.

JOHN SURRETTE, 35 years old, native of Straw island, N. S., was thrown overboard from sch. James R. Clark while the vessel was jibbing on La Have bank March 26. Left a widow and two children.

PROVINCETOWN.

Sch. ADDISON CENTER, 74.94 tons gross, 71.19 tons net, built at Essex in 1875, went ashore on Race Point November 9 and was a total loss. Owned by Manuel Caton and others and valued at \$2600, with an insurance of \$1000 by the China Mutual Insurance Company.

CLIFFORD COBB, 28 years old, a dory fisherman, was drowned off Wood End March 19 while visiting his trawls by capsizing of his dory.

WILLIAM MELDEN, 37 years old, a dory fishermen, was drowned November 20 by the capsizing of his dory off shore. He attempted to swim to the shore and became exhausted. His companion, Tony Dennis, clung to the overturned dory and was rescued.

PLYMOUTH.

FRANK PIERCE, 37 years old, single, was found drowned in the dock November 10.

BLOCK ISLAND.

Sch. boat PERCY, 6.52 tons gross, 6.20 tons net, built in Sargentville, Me., in 1884, foundered in a snow storm January 19 while engaged in shore haddocking. The boat was manned by Capt. THOMAS THOMPSON, formerly of Gloucester, and his son, WILLIAM THOMPSON. The former was 52 years old, a native of Grimsby, England, and left a widow and seven children. The son was 19 years old and single.

